

**Army Regulation 56–9**

**Surface Transportation**

# **Watercraft**

**Headquarters  
Department of the Army  
Washington, DC  
7 February 2002**

**UNCLASSIFIED**

# ***SUMMARY of CHANGE***

AR 56-9  
Watercraft

This revision dated 7 February 2002--

- o Supersedes paragraphs 1-5e(5) and 1-5e(6).
- o Supersedes obsolete references (para 1-7a, Table 2-2, and app A).
- o The revision dated 18 June 2001-
- o Provides that any exceptions to watercraft policy must be granted in writing by a general officer or an officer with general courts-martial convening authority without further delegation. Waivers may be granted on a mission-by-mission basis with copies furnished to the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407 (para 1-5).
- o Issues standards for minimum manning of vessels (para 1-6).
- o Provides that the use of watercraft military occupational specialties is the five-digit code for enlisted and warrant officers (such as 880A2 or 88K40) (para 1-6).
- o Determines that the commanders, master, coxswain or operator of a vessel is responsible for ensuring crewmembers receive a minimum rest period of 12 hours within a 24-hour period (para 2-1).
- o Adds a paragraph on Global Maritime Distress and Safety System (para 2-5).
- o Provides that vessel masters will ensure that a route weather service is subscribed to and utilized for all Class A vessel missions when sailing in unprotected waters (para 3-1).
- o Provides that the noncommissioned officers in the grade of E6 (Staff Sergeant) for A1 vessels may be utilized as Underway Watch Officers in charge of a watch section when in compliance with the provisions of this section (para 5-5).
- o Defines Coastal and Inland Waters as waters up to 200 nautical miles offshore. The purpose of adding this definition is to define the waters allowable for A1 vessels to operate, which protects inexperienced vessel masters from exceeding his/her own or the vessel's capabilities (glossary).
- o Prescribes a new DA Form 7434, Application for United States Army Marine Certification.

Effective 7 February 2002

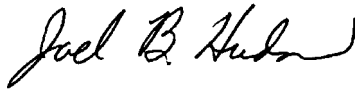
## Surface Transportation

### Watercraft

By Order of the Secretary of the Army:

ERIC K. SHINSEKI  
*General, United States Army*  
*Chief of Staff*

Official:



JOEL B. HUDSON  
*Administrative Assistant to the*  
*Secretary of the Army*

**History.** This printing publishes an administrative revision of this publication. The changed portions have not been highlighted.

**Summary.** This regulation contains rules affecting watercraft operations and policies. This revision updates general rules affecting watercraft operations and marine

responsibilities, policy, safety, environmental stewardship, personnel qualification, and certification.

**Applicability.** This regulation applies to the Active Army, the Army National Guard of the United States (ARNGUS) including periods when operating in an Army National Guard (ARNG) capacity, the Army Reserve, and other personnel operating and maintaining watercraft covered by this regulation.

**Proponent and exception authority.** The proponent of this regulation is the Deputy Chief of Staff for Logistics. The proponent has the authority to approve exceptions to this regulation that are consistent with controlling law and regulation.

**Army management control process.** This regulation is not subject to the requirements of AR 11–2. It does not contain internal control provisions.

**Supplementation.** Supplementation of this regulation is prohibited without prior

approval from HQDA (DALO–TSM), Washington, DC 20310–0562.

**Suggested Improvements.** Users of this regulation are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to HQDA (DALO–TSM), Washington, DC 20310–0562.

**Distribution.** This publication is available in electronic media only and is intended for command levels C, D, and E for Active Army, the Army National Guard of the United States (ARNGUS), and U.S. Army Reserves (USAR).

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\*This regulation supersedes AR 56–9, 18 June 2001.

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## **Glossary**

## **Chapter 1**

### **General**

#### **1-1. Purpose**

- a.* This regulation prescribes—
  - (1) Responsibilities and policies for determining Department of the Army (DA) watercraft (including amphibians) requirements, priorities, distribution, and operations.
  - (2) Responsibilities for development and update of the Army Watercraft Master Plan (AWMP).
  - (3) Responsibilities for DA watercraft program planning, budgeting, and execution.
  - (4) Responsibilities, policies, and procedures for qualifying Army personnel in military occupational specialty (MOS) 88K, 88L, 880A, and 881A to skill level and vessel type. The basis for soldier mariner qualification is derived from the International Maritime Organization (IMO) Conventions and United States Code (USC) as promulgated in the Code of Federal Regulations (CFR).
  - (5) Responsibilities for ocean, harbor and inland waterway vessel operations.
- b.* This regulation applies to all DA controlled or leased watercraft used in logistics over-the-shore (LOTS) operations; coastal, harbor, and inland waterway; and ocean operation. (Table 1-1 located at the end of chapter 1 defines types and classes of watercraft governed by this regulation.)
- c.* This regulation does not cover watercraft used in civil work under jurisdiction of the U.S. Army Corps of Engineers; and engineer-peculiar equipment.

#### **1-2. References**

Required and related publications and prescribed and referenced forms are listed in appendix A.

#### **1-3. Explanation of abbreviations and terms**

Abbreviations and special terms used in this regulation related to watercraft operations are explained in the glossary.

#### **1-4. Responsibilities**

- a.* The Deputy Chief of Staff for Logistics (DCSLOG) will—
  - (1) Monitor the programmatic status of developmental watercraft.
  - (2) Ensure the development of required logistic support for new watercraft.
  - (3) Plan overall Army objectives in coordination with the Navy for LOTS capability.
  - (4) Review watercraft priorities and requirements for impact on DCSLOG functional areas.
  - (5) Budget for the Logistics related Operations and Maintenance, Army (OMA).
- b.* The Deputy Chief of Staff for Operations and Plans (DCSOPS) will—
  - (1) Program for the acquisition of sufficient watercraft capabilities to meet mission requirements and defense guidance.
  - (2) Develop plans based on DAMPL or the Army Order of Precedence (AOP) for distribution of watercraft assets to support planned peacetime and mobilization needs.
  - (3) Determine the appropriate distribution of strategic watercraft assets to meet peacetime and mobilization needs.
  - (4) Develop necessary force structure to support watercraft mission requirements.
  - (5) Integrate watercraft units into the Active Army and Reserve Force structure for mobilization planning.
  - (6) Establish watercraft requirements to support mission goals.
  - (7) Establish priority for acquisition of watercraft.
  - (8) Ensure the AWMP is updated as necessary to reflect priorities for watercraft acquisition and operations.
  - (9) Review watercraft policy and programming for impact on ODCSOPS functional areas.
  - (10) Budget, in coordination with ASA (RDA) for Watercraft Research, Development, Test, and Evaluation (RDT&E) and Acquisition, Army (OPA).
- c.* Assistant Secretary of the Army (Research, Development, and Acquisition) will—
  - (1) Budget, in coordination with DCSOPS for Watercraft Research, Development, Test, and Evaluation (RDT&E) and Acquisition, Army (OPA).
  - (2) Monitor the progress of watercraft RDT&E and procurement contracts.
  - (3) Monitor military adaptation of commercial non-developmental items for watercraft.
  - (4) Report the completion of improvement programs for watercraft.
  - (5) Review watercraft policy, programs, and requirements for impact on the SARDA functional areas.
- d.* The Deputy Chief of Staff for Personnel (DCSPER) will—
  - (1) Develop policy procedures for training provided at Army training centers and schools for the operation and maintenance of watercraft including all aspects of:
    - (a)* Classifying, grading, qualifying, and assigning of civilian and military personnel to watercraft.

- (b) Maintaining records of Army watercraft (marine) personnel qualifications.
- (2) Develop policy and procedures for qualification of Army marine personnel.
- e. The Chief of Staff, Army has general staff responsibility to support Army watercraft safety activities with safety management and technical services.
- f. The Chief of Engineers will—
  - (1) Develop maintenance policies for, overseeing the maintenance and repair of, and planning, programming, and constructing—
    - (a) Piers.
    - (b) Wharves.
    - (c) Landing craft beaching ramps.
    - (d) Docking facilities.
    - (e) Other watercraft facilities on Army installations.
  - (2) Ensure that applicable cultural, environmental, and pollution control laws and regulations are observed in the acquisition, construction, operation, maintenance, and disposal of watercraft facilities.
- g. The Commanding General, U.S. Army Materiel Command (AMC) will—
  - (1) Develop and procure new watercraft.
  - (2) Field, store, and maintain watercraft.
  - (3) Provide technical guidance and assistance related to watercraft to military components.
  - (4) Budget for operations and maintenance of Army watercraft in CONUS depots.
  - (5) Support required watercraft supply parts in the Army inventory.
  - (6) Keep an inventory of watercraft status and supply part availability.
  - (7) Maintain a load-line certification and inspection program for all Class A Army vessels and floating cranes, that meets or exceeds the requirements of the American Bureau of Shipping (ABS) for vessels of similar function and service.
- h. The Commanding General, U.S. Army Training and Doctrine Command (TRADOC) will—
  - (1) Ensure user interests are considered during the development and fielding of new watercraft and material improvements.
  - (2) Develop watercraft concept of operation as a basis for preparation of doctrine, organization, material, and training.
  - (3) Develop and provide training to qualify personnel in marine operations and maintenance functions in accordance with the Convention on Standards of Training, Certification and Watchkeeping (STCW) of the IMO, and USC, in support of LOTS.
- i. The Commanding General, U.S. Army Transportation Center and Fort Eustis, and the Chief of Transportation (COT) as the responsible official for the Commanding General (CG), TRADOC will—
  - (1) Appoint a Marine Qualification Board (MQB) when requested. The MQB will perform the functions indicated in subparagraph 1-5h of this chapter.
  - (2) Maintain a Marine Qualification Division (MQD) staff section subordinate to the COT to:
    - (a) Support a MQB as required.
    - (b) Develop procedures for issuing, renewing, denying, suspending, revoking, or amending marine qualification for military and civilian personnel.
    - (c) Perform the functions indicated in subparagraph 1-5i of this chapter.
  - (3) Support and sustain the Army Transportation Branch Marine Safety Program. (Army Safety Center).
  - (4) Provide input on the development of marine unit structure, capabilities, and allowances.
- j. The Commander, U.S. Army Reserve Command will—
  - (1) Provide input to TRADOC on the development of policy and procedures for training provided to USAR soldiers on the operation and maintenance of Army Watercraft.
  - (2) Assist Combined Arms Support Command (CASCOM) and TRADOC in developing marine unit structures, capabilities, and allowances suitable for implementation in the USAR.
  - (3) Provide input and assistance to CASCOM/TRADOC in the development of Army Watercraft doctrine.
  - (4) Assist the COT in developing and implementing training programs and strategies for USAR soldiers.
- k. Unit, installation, and activity commanders and State Adjutants General will—
  - (1) Assign personnel to authorized positions for which they are qualified. (See DA Pam 611-21.)
  - (2) Make certain that DA Form 3068-1 (Marine Service Record) is maintained for each soldier assigned to a watercraft unit who may serve on a watercraft. The DA 3068-1 must accurately reflect all watercraft duty assignments as indicated in the official vessel logbook.
  - (3) Ensure that the soldier's qualification is entered in his or her official military personnel qualification record.
  - (4) Ensure compliance with paragraph 1-5 of this regulation.
  - (5) Comply with Chapters 1-4e, 1-7 and 8, of AR 385-40 regarding all watercraft incidents or accidents.

- (6) Publish standard operating instructions on safe and efficient watercraft operations.
- (7) Process receipt of notice from CG, AMC, of excess watercraft, by—
  - (a) Requesting a change to table of organizational equipment (TOE), modified table organizational and equipment (MTOE), or TDA. (See AR 71–32.)
  - (b) Preparing a statement of excess to authorized allowance and requesting disposal instructions from CG, AMC.
- (8) Comply with DA Pam 738–750.
- (9) Not modified watercraft without prior approval of the TACOM item manager.
- (10) Establish—
  - (a) A training program supporting vessel-specific Duty Performance Test (DPT) licensing for marine personnel (MOS 88K, 88L, 880A, and 881A).
  - (b) A procedure to ensure standardization of vessel-specific DPT training and testing.
- (11) Ensure that each Class A1 and A2 vessel conform to the requirements of the IMO Resolution A.601(15), “Provision and Display of Maneuvering Information on Board Ships,” adopted by the United States, 19 November 1987, as published in U.S. Coast Guard, Navigation and Inspection Circular Number 7–89. The Code of Federal Regulations, titles 46 and 33, contain the requirements.
- (12) Enforce compliance with the safety aspects of this regulation with specific regard to providing qualified crew, safety equipment, medical support, operating supplies, maintenance and properly functioning Communications, Electronics and Navigation (CEN) equipment.

## 1–5. Marine policies

### *a. General.*

- (1) Army regulations and doctrine on the following apply to watercraft unless otherwise indicated—
  - (a) Operation.
  - (b) Disease control.
  - (c) Sanitation.
  - (d) Safety.
  - (e) Fire prevention and control.
  - (f) Maintenance of equipment.
  - (g) Training and assignment of personnel.
  - (h) Assignment of equipment.
  - (i) Sea pay.
  - (j) Environmental stewardship and pollution.
- (2) Watercraft policy will, to the extent feasible, conform to—
  - (a) The CFR, titles 29, 33, 35, 46, 47, and 49, and incorporated references, IMO, Safety of Life at Sea (SOLAS), and Table 2–1 (located at the end of chapter 2).
  - (b) The requirements of regulatory bodies governing U.S. maritime activities, where specified in this regulation.
  - (c) Any exceptions to watercraft policy must be granted in writing by a General Officer or an officer with general court-martial convening authority. Waivers will be granted on a mission-by-mission basis with copies furnished to the Chief of Transportation, ATTN: ATZF–OCT–S, Fort Eustis, VA 23604–5407.

### *b. Environmental stewardship and water pollution.*

- (1) Army watercraft operations will be environmentally sustainable, meeting current needs without compromising the integrity of the environment. The minimum standard for Army watercraft at all times, in all locations is U.S. Environmental laws and regulations.
- (2) Commanders of units with watercraft will comply with Technical Bulletin (TB) 55–1900–206–14, Control and Abatement of Pollution by Army Watercraft.

### *c. Allocation of watercraft.*

- (1) Watercraft will be assigned to Active Army and Reserve Components only as authorized by TOE, MTOE, and TDA. (AR 71–32 governs submissions of TOE and TDA authorizations.)
- (2) Request for transfer of watercraft between Major Army Commands (MACOMs) will be sent to the Tank–Automotive and Armaments Command (TACOM). Warren, MI 48397–5000. The TACOM will forward the requests for inter MACOM to DCSOPS, 400 Army Pentagon, Washington DC 20310–0400 to obtain the decision.

### *d. Use of watercraft.*

- (1) Watercraft will be used within their design capability per TM 55–500.
- (2) Nothing in this regulation will relieve the master, coxswain, or operator from the responsibility of providing lifesaving assistance.
- (3) Watercraft will be used to—
  - (a) Transport personnel and cargo.
  - (b) Support terminal operations.

- (c) Provide command and control.
  - (d) Support unit and individual training.
  - (e) Maintain other missions as directed.
- (4) Existing welfare and morale programs may be supported if they do not interfere with the assigned mission of the craft or degrade its mission capability. AR 215-1 governs operation of morale, welfare, and recreation (MWR) activities.
- (5) Recreational activities may be supported if they do not interfere with the mission or degrade capability of the craft. User will pay for—
- (a) Cost of fuel and consumable supplies.
  - (b) Overtime wages of civilian crews.
- e. Personnel.*
- (1) Civilian crew positions will conform to similar positions within the U.S. Maritime industry or the host country where host nation nationals are employed to crew Army vessels. Requests for civilian crew will be prepared per AR 71-32.
- (2) Civilian personnel hired to operate (crew) Army watercraft must hold a U.S. Coast Guard license or host country license equivalent to the requirements of chapter 5; or be licensed per chapter 5.
- (3) Army marine personnel must be MOS qualified (technically certified) at each level of skill in accordance with DA Pam 611-21, as indicated below. (See para 5-3.)
- (a) The MOS 88K/L soldiers must be MOS qualified at each level of skill per DA Pam 611-21 and meet the physical standard requirements of chapter 5. Enlisted soldiers will attend applicable marine technical track courses through the NCOES educational process to obtain technical certification.
  - (b) Award of MOS 88K or 88L must be supported by the appropriate level of certification. Enlisted soldiers must be certified to skill level 2 within 6 months (12 months for RC), after promotion to SGT.
  - (c) All MOS 880A/881A warrant officers (WO1/CW2) must complete the Marine Deck Officer/Marine Engineering Officer Basic Course, be certified and licensed in MOS 880A/881A with a Skill Qualification Identifier 1 (SQI 1), and meet the physical standard requirements of chapter 5. In accordance with DA Pam 611-21, not less than 4 years of Marine Deck/Engineering Officer service, complete the A2 Certification Course for SQI 2 certification. A CW3 must meet the WO1/CW2 qualifications at SQI 2 and complete the Marine Warrant Officer Advanced Course (WOAC). A CW4 must maintain the CW3 qualifications and complete the Warrant Officer Staff Course (WOSC). A CW5 must maintain the CW4 qualifications and complete the Warrant Officer Senior Staff Course (WOSSC).
  - (4) U.S. Army marine personnel assigned to a vessel must be certified to grade, U.S. Army Marine Certification (USAMC) and obtain a U.S. Army Marine License (USAML) by passing the appropriate vessel-specific Duty Performance Test (DPT) for the vessel being operated.
  - (5) When compliance with (4) above interferes with essential operations, the requirement for certified personnel in a specific duty position must be waived, in writing, by a General Officer or an officer with general courts-martial convening authority. Waivers will be issued on a mission-by-mission basis with copies furnished to the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407. Exception- The requirement in paragraph 1-5g(4) for radar and GMDSS certification cannot be waived.
  - (6) Appointment of Marine Qualification Field Examiner (MQFE) or Test Control Officer (TCO). The appointed MQFE must hold a USAML equal to or greater than the person being examined.
    - (a) Request for appointment of MQFE or TCO will be forwarded to Director, Office of the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, with DA Form 1687 (Notice Delegation of Authority).
    - (b) The office in (a) above will provide a return letter of approval and instruction.
  - (7) The unit commander will designate which crewmembers will remain onboard or on station during repair or shipyard overhaul. Reserve component units and active duty units shall have as a minimum, the following personnel present throughout the overhaul period or request a waiver as in paragraph (5) above:
    - (a) Class A-1 watercraft; Master and Chief Engineer.
    - (b) Class A-2 watercraft; Master, Chief Mate, Chief Engineer and Assistant Engineer.
  - (8) The purpose of the vessel master and chief engineer attending the shipyard overhaul (depot level maintenance) with their vessel is to represent the interests of the owning command. Specifically, they will—
    - (a) Coordinate with the government ship surveyor to ensure that physical security of vessel property is maintained.
    - (b) Assist the government ship surveyor by providing vessel specific information as needed to effect the contract work.
    - (c) Maintain cognizance of the work in progress without interfering with the contractor or work progress.
    - (d) Report vessel condition and status of contract work to the owning command weekly.
    - (e) Accept custody of the vessel from the government ship surveyor after the completion of the contract work.
  - (9) When a vessel is habitable, crewmembers will remain on board. If the vessel is not habitable because of work or yard facilities, the crewmembers will be temporarily relocated so they can remain with the vessel on station.



Crewmembers will do other than shipyard work and will assist the marine surveyor when required. The contracting officer's representative is the only person authorized to negotiate with contractor personnel.

(10) Watercraft equipped with nontactical maritime high frequency radio transceiver equipment and/or satellite communications equipment will have a minimum of two crewmembers licensed in the operation of such equipment. These soldiers must be qualified to operate GMDSS.

*f. Customs, Courtesies, and Flags.* Customs, courtesies, and flags will be applied to all watercraft per FM 55-501.

*g. The CEN equipment.*

(1) Watercraft that has CEN equipment must be assigned a ship's radio authorization per AR 5-12. Operation of CEN equipment will be performed in accordance with—

(a) Allied Communications Publications (ACP).

(b) U.S. Supplements to ACP.

(c) Joint Army-Navy-Air Force Publications (JANAP).

(d) Army Regulations.

(e) Army Field and Technical Manuals.

(2) Radio-telephone stations must be operated in accordance with—

(a) The CFR 33, part 26 and CFR 47, part 80. CFR 33, part 26 (The Bridge to Bridge RadioTelephone Act) states in part that the bridge to bridge "radiotelephone is for the exclusive use of the master or the person in charge to pilot or direct the movement of the vessel."

(b) Federal Communications Commission.

(3) The CEN equipment will conform to TB 43-0117, Watercraft Electronics Configuration Directory, deviations are not authorized without prior approval of the TACOM item manager.

(4) Masters, mates, coxswains, operators, and navigators assigned in these positions must meet the technical certification and licensing requirements and possess a valid Coast Guard-approved Marine Radar Observer Certificate for those vessels equipped with radar equipment.

*h. Marine Qualification Board (MQB).*

(1) The MQB will—

(a) Evaluate requests or recommendations by Commanders of watercraft units to down grade, suspend or revoke an individual's USAMC/USAML. Examples that may constitute the basis for such requests or recommendations include, but are not limited to, the following:

1. Cowardice, refusal to sail when in all respects ready for sea or fear of combat.

2. Commission of an act constituting a flagrant violation of the International Regulations for Prevention of Collisions at Sea or the Inland Navigation Rules under title 33, Code of Federal Regulations.

3. Negligence in the performance of assigned ship's crewman duties.

4. Improper hazarding of vessel Uniform Code of Military Justice (UCMJ Art. 110).

(2) The MQB is made up of 5 voting members appointed in writing by the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407, as follows:

(a) One field grade commissioned officer (O-5 or above) as president of the board.

(b) When evaluating a warrant officer, four senior marine warrant officers that are in the grade of W3 and are higher in grade than the warrant officer being evaluated; two must hold valid USAMC as Master Class A-2 vessels and two must hold valid USAMC as Chief Engineer, Class A-2 vessels.

(c) When evaluating an enlisted member, two senior marine warrant officers (one must hold a valid USAMC as Master Class A2 vessels and one must hold a valid USAMC as Chief Engineer, Class A2 vessels); and two senior noncommissioned officer's (NCOs) of higher grade than the soldier being evaluated (one must hold a valid USAMC at the MOS 88K40 level and one must hold a valid USAMC at the 88L40 level).

(d) An Administrative Law Officer and a Medical Corps Officer will be available to advise the president of the board, as appropriate to the matter under consideration.

(e) A majority will constitute a quorum, however, the majority must have both a marine deck (MOS 880A2) and marine engineering (MOS 881A2) warrant officer present in all cases.

(f) The findings and recommendations of the board will be submitted to the COT for approval.

(3) The Chief, Marine Qualification Division (MQD) will administer the appropriate action regarding individual's certification and/or license when the COT has approved the findings and recommendations of the MQB.

*i. Marine Qualification Division (MQD).* The COT will maintain an MQD. The Chief, Marine Qualification Division will—

(1) Assist and advise the COT.

(2) Authenticate U.S. Army Marine Certificates and Licenses.

(3) Maintain U.S. Army Marine Qualification and sea service records on active, reserve component and civilian personnel operating Army watercraft in accordance with AR 25-400-2.

(a) Distribute Marine Technical Examination (MTE) material to MQFE or TCO.

- (b) Record MTE grades and forward results to individuals, commanders, and agencies as applicable.
  - (4) Issue registered documents and maintain document register for:
    - (a) DA Form 5673 (United States Army Marine Certificate) (USAMC) upon passing MTE.
    - (b) DA Form 4309-1 (United States Army Marine License) (Pocket) (USAML) per skill level with endorsements as applicable, upon completing a DPT.
    - (c) DA Form 4309 (United States Army Marine License (Wall) for Marine Warrant Officers only.
  - (5) Provide the following source documents in support of the Marine Qualification and Marine Sea Service Programs: All active duty, reserve components and non-marine personnel will maintain sea service records on DA Form 3068-1.
    - (a) Submit to HQDA, PERSCOM (TAPC-OPW-AG/TC), Alexandria, VA 22332 and HQDA, PERSCOM (TAPC-EPL-TT), Alexandria, VA 22331, a quarterly listing of personnel, at each level of skill, technically certified (MOS qualified) or not certified to grade (not MOS qualified).
    - (b) Submit to Commander, U.S. Army Reserve Command (USARC), ATTN: AFRC-CP and Commander, ARPERCEN, ATTN: ARPC-OPF-WO, a quarterly listing of reserve personnel, at each level of skill, technically certified (MOS qualified) or not certified to grade (not MOS qualified).
  - (6) Provide agencies concerned (U.S. Total Army Personnel Command (PERSCOM)), U.S. Army Reserve Personnel Center (ARPERCEN) and Chief, NGB)) upon demand, marine certification and licensing data for—
    - (a) Individual active duty personnel.
    - (b) Individual mobilization augmentees (IMA).
    - (c) Individual Ready Reserve (IRR).
    - (d) Retired personnel.
  - (7) Provide administrative support for the MQB as required.
  - (8) Convene and chair a Marine Policy Advisory Panel (MPAP) to evaluate recommendations by commanders for policy changes that require a departure from a safety or operational standard as promulgated in this regulation. In addition to the Chief of MQD as the chairperson, MPAP will be comprised of a minimum of four senior warrant officers in the grade of CW3 or above. These five panel members shall have equal votes on issues considered. Two shall hold MOS 880A2 and two shall hold MOS 881A2. Additional panel members and nonvoting advisors may be used at the discretion of the Chief of MQD. The MPAP policy decisions will be promulgated by the cognizant activity as determined by the COT. Recommendations for policy changes under the provisions of this paragraph may be submitted in writing by commanders to the Director, Office of the Chief of Transportation ATTN: ATZF-OCT-S.
  - j. Career Sea Pay Program.* The Career Sea Pay Coordinator, Marine Qualification Division, Fort Eustis, will administer the Army Career Sea Pay Program in accordance with the provisions of AR 600-88, Personnel: Sea Duty.
  - k. Marine Safety Office.* The Marine Safety Office is a function of the Transportation Branch Safety Office (TBSO), ATTN: ATZF-CSS, Fort Eustis, VA 23604-5113. The Marine Safety Specialist (MSS) is responsible to the TBSO for worldwide marine safety and—
    - (1) Compiling and maintaining statistical data on watercraft casualties, accidents, incidents, and investigations.
    - (2) Evaluating and recommending actions on marine safety issues to the COT.
    - (3) Reviewing watercraft accident reports, incident reports, investigations, and recommending actions to the COT.
- All accidents are required to be reported to this office in accordance with AR 385-10, The Army Safety Program and Field Manual 55-502, Army Watercraft Safety.

## **1-6. Minimum manning of vessels**

- a.* Every vessel must be manned with sufficient number of qualified personnel. Qualified is defined as certified and licensed to the position assigned. Sufficient number is defined in the subparagraphs below. The intent is to provide for—
  - (1) Management of fire and emergencies.
  - (2) Proper lookout by all available means in accordance with CFR 33.
  - (3) Proper operation and monitoring of vessel systems.
  - (4) Safe vessel operation and crew protection.
  - (5) Relief of watchstanders for rest after 8 hours.
- b.* In all cases, a qualified master and chief engineer must be assigned to Class A vessels.
- c.* All crewmembers must become familiar with the characteristics of the specific vessel to which assigned prior to assuming his or her duties. As appropriate for each MOS, training and duty assignment, these include but are not limited to: fire and emergency duties; general arrangement of the vessel; proper operation of the navigation equipment, fire fighting and life saving equipment; stability and loading characteristics; and main propulsion and auxiliary machinery, including steering gear systems and controls.
- d.* All Class A and B Army vessels, while underway, will be manned, at a minimum, with the following percentages of the specified crew in accordance with FM 55-50, paragraph 2-16 with changes.

(1) For voyages of 8 hours or less, the vessel must be crewed with qualified personnel, holding a valid USAML for the vessel and position assigned, consisting of:

- (a) Fifty percent of the required warrant officers by MOS.
- (b) Eighty percent of the required enlisted personnel by MOS.

(2) For voyages exceeding 8 hours, the vessel must be crewed with qualified personnel, holding a valid USAML for the vessel and position assigned, consisting of:

- (a) One hundred percent of the required warrant officers by MOS.
- (b) Eighty percent of the required enlisted personnel by MOS.

(c) Exceptions are that Class A2 vessels sailing on coastal routes may be crewed with seventy-five percent of the required warrant officers by MOS.

(3) Eighty percent of an enlisted crew is 0.8 times the authorized number rounded off. Basic mathematical rules for rounding off will apply (round down if a decimal part is less than 0.5 and round up if the part is 0.5 or greater). As examples: If a vessel requires four 88K crewmembers by MTOE,  $0.8 \times 4 = 3.2$ , then three 88K crewmembers are required. If a vessel requires seven 88L crewmembers by MTOE,  $0.8 \times 7 = 5.6$ , then six 88L crewmembers are required. Warrant officer requirements are figured in the same manner using fifty percent (multiply by 0.5) for voyages less than 8 hours.

e. For missions, whether manning at full MTOE or not, a risk assessment shall be made addressing, at a minimum, the six risk assessment elements of planning, supervision, soldier selection, soldier endurance, mission environment, and mission essential equipment. During the risk assessment, due regard shall be given to the skill level, qualifications, and continuity of vessel crew when evaluating minimum manning requirements.

### **1-7. Water survival**

Watercraft safety must be reinforced through vigorous water survival training.

a. *Initial requirement.* All soldiers entering the watercraft field must successfully complete water survival training during Advanced Individual Training (MOSs 88K and 88L) and Warrant Officer Basic Course (MOSs 880A and 881A). Identify military nonswimmers in accordance with AR 385-10. Minimum standards for water survival training are contained in FM 55-501.

b. *Annual requirement.* All soldiers holding MOSs indicated in subparagraph 1-7a, must successfully complete annual water survival training at the unit level.

### **1-8. Naming of vessels**

The Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407 is the manager for vessel names. The MQD, Office of the Chief of Transportation (OCOT) will keep the list of approved names, clear all names and keep appropriate records. All requests or proposals for names must be forwarded to MQD who will forward the name selected to the appropriate agency as cited in AR 1-33 (Memorial Programs).

### **1-9. DA forms**

This regulation is the prescribing authority for the following forms:

a. DA Form 3068-1 (Marine Service Record) issued by unit commanders for all soldiers assigned aboard watercraft to substantiate sea service and as a source document for award of career sea pay.

b. DA Form 4309 (United States Army Marine License (Wall)) issued by MQD, for warrant officers upon completion of DPT licensing requirements. DA Form 4309 is to be displayed prominently aboard vessels upon which warrant officers are assigned, verifying their qualifications.

c. DA Form 4309-1 (United States Army Marine License (Pocket)) issued by MQD, for all soldiers upon completion of DPT licensing requirements.

d. DA Form 5673 (United States Army Marine Certificate) issued by MQD, for all soldiers upon completion of MOS 88K, 88L, 880A, and 881A certification requirements at the appropriate skill levels.

**Table 1–1**  
**Definitions of Army Watercraft**

a. Class A2 vessels are—	1. Self-propelled, self-sustaining with berthing and messing facilities.
	2. Primary mission is accomplished underway.
	3. Is in an active status, in commission, or in service and commanded by a licensed warrant officer.
	4. Is capable of tactical and operational sustainment on open ocean, near coastal, and inter-island operations.
	5. Supports LOTS operations.
	6. Routinely deploys on operations away from its assigned home port.
	7. Has permanently assigned and embarked Army crew.
	8. Identified and designated by the COT.
b. Class A1 vessels are—	1. Self-propelled, self-sustaining with berthing and messing facilities:
	2. Primary mission is accomplished underway.
	3. Is in an active status, in commission, or in service and commanded by a licensed warrant officer.
	4. Is capable of tactical and operational sustainment near coastal, and inland waterway service between two or more water terminals.
	5. Routinely deploys in support of near coastal, inter-island and inland waterway service operations.
	6. Supports LOTS operations.
	7. Has permanently assigned and embarked Army crew.
	8. Identified and designated by the COT.
c. Class B vessels are—	1. Self-propelled, not self-sustaining.
	2. Primary mission is accomplished in port.
	3. Is in an active status, in commission, or in service and operated by a licensed enlisted soldier.
	4. Is capable of tactical and operational support of logistical and harbor operations. Provides waterborne security, cargo and personnel transportation, performs fireboat duties and inter-harbor barge movements.
	5. Supports LOTS operations.
	6. Has permanently assigned Army crew.
	7. Identified and designated by the COT.
d. Class C vessels—	1. Are not self-propelled, not self-sustaining.
	2. Primary mission is accomplished in port.
	3. Are capable of tactical and operational support of logistical and harbor operations, and/or waterborne cargo transportation when towed by a Class A towing vessel (tugboat).
	4. Provides waterborne support for maintenance and repair, or light and heavy lift (LOLO).
	5. Supports LOTS operations.
	6. Have a permanently assigned Army crew.
	7. Are identified and designated by the COT.

**Notes:**

Primary differences between Class A and B/C vessels are that Class B/C vessels—

<sup>1</sup> Must be furnished personnel, administrative, supply and organizational maintenance support.

<sup>2</sup> Coxswains and watercraft operators do not have detachment commander authority. Class A vessels are commanded by licensed warrant officer responsible for voyage and mess funds, and supply accountability.

**Table 1–2**  
**Classes of Army Watercraft**

Class A–2	Class A–1	Class B	Class C
LSV	LCU–1646	LARC–LX (All)	BC (All)
LT–800	LCU–2000	LCM (All)	BD (Design # 264B)
LT–100' (Design # 3006)	ST–65' (Design # 3004)	PCS (MCS)	BD (Design # 6800)
TSV	ST–900		BG, (Design # 231B&C)
			NPS (MCS)

## Chapter 2

### Safety

#### 2–1. General

Watercraft operations are high intensity, high stress operations. Commanders, master, coxswain or operator of a vessel will—

- a. Perform a risk assessment prior to each mission or underway movement. The risk assessment must be accomplished in accordance with AR 385–10, The Army Safety Program, Abatement Program and Field Manual 55–502, Army Watercraft Safety.
- b. Uphold the safe operation and navigation of the vessel.
- c. Ensure safety of the vessel, and it's personnel and cargo.
- d. Provide crewmembers with a minimum rest period of 12 hours within a 24-hour period.

#### 2–2. Risk management

a. *Background.* Leaders must develop techniques that will conserve and preserve resources. Because the Army must be prepared to operate worldwide, missions have become increasingly demanding and so have the risks inherent in those missions. This increase in risks requires leaders to balance reasonable risks with essential mission needs.

b. *Definition.* Risk is the possibility of loss. The loss can be death, injury, property damage, or mission failure. Risk management identifies risks associated with a particular operation and weighs those risks against the overall mission value to be gained. The four principles of risk management are—

- (1) Accept no unnecessary risk.
- (2) Accept risks when benefits outweigh losses.
- (3) Make risk decisions at the proper level (consistent with local command policy).
- (4) Manage risk in the concept and planning stages whenever possible.

c. *Risk management process.* The risk management process is as follows:

- (1) Identify hazards.
- (2) Assess the risk of those hazards.
- (3) Consider control options and make decisions.
- (4) Implement controls.
- (5) Supervise.

d. *Matrixes.* Risk assessment matrixes can be found in Chapter 3 of FM 55–502, Watercraft Safety.

#### 2–3. Safety surveys

a. All Army watercraft will undergo a safety survey every 3 years conducted by the Transportation Branch Safety Office (TBSO), Marine Safety Specialist (MSS), Fort Eustis, VA.

b. Surveys will not be conducted on watercraft in overhaul, at sea, or within the first three months after being placed in service. The purpose for the safety survey is to:

- (1) Uphold and maintain the safety posture of Army watercraft as related to readiness.
- (2) Provide compliance with Army and other federal safety regulations.
- (3) Assess the level of safety standardization within the Army watercraft field.
- (4) Provide on-site assistance for crew safety training.
- (5) Accumulate lessons learned from Army watercraft crews.

#### 2–4. Medical

a. The crew must receive first aid and cardiopulmonary resuscitation (CPR) training. Special emphasis must be

made to hazards associated with watercraft operations, such as, drowning, hypothermia, asphyxiation, hazardous cargo, hazardous ship's stores and evacuation.

- b.* Responsibility for medical matters will be assigned to a ship's officer.
- c.* Class A-2 vessels must carry a certified Emergency Treatment NCO and will carry medical supplies appropriate for routine and emergency medical treatment.
- d.* Class A-1 vessels operating more than 2 hours away from medical assistance, will carry an Emergency Treatment NCO aboard the vessel.
- e.* First aid publications will be kept on all vessels. A ship's medicine chest or first aid kit, per vessel's Basic Issue Items (BII) is required on all vessels regardless of class.
- f.* The U.S. Public Health publication, "Ships Medicine Chest and Medical Aid at Sea," will be carried on all Class A vessels. Chapter 6 of this text lists recommended medical supplies. Commanders will consult with their supporting medical activity to determine the appropriate medications to be carried aboard, based on mission requirements.

## **2-5. Global Maritime Distress and Safety System (GMDSS) operator**

- a.* For safety of life at sea, personnel operating maritime communications devices must be certified in the proper operation and procedures for use of such equipment. The standards are published in Title 47 CFR, Part 80.
- b.* All Army watercraft, regardless of size or class, which are equipped with GMDSS must have two licensed GMDSS operators per this regulation.

## **2-6. Radar operation**

All Army watercraft, regardless of size or class and equipped with radar, must have a qualified Marine Radar Observer per this regulation.

## **2-7. Marine accidents**

- a.* Marine (watercraft) accident investigations, reports and records will be completed per Chapter 7, AR 385-40, DA Pam 385-40, and FM 55-502.
  - (1) In addition to local accident reporting procedures, marine accidents will be reported within 24 hours by any electronic means available, to the Transportation Branch Safety Office (TBSO), Fort Eustis, VA 23604-5113.
  - (2) One copy of each report will be sent to the TBSO, at the address in subparagraph 2-7a(1) above.
  - (3) Collateral investigations and reports will be conducted in accordance with Chapter 1-8 of AR 385-40.
- b.* This chapter does not negate the Master's responsibility to report any applicable marine accident, injury, or death involving commercial or government-owned watercraft or property to the U.S. Coast Guard. Any such reports will be made through Army command channels.
- c.* Failure to comply with these requirements may result in adverse administrative or punitive action.

## **2-8. Tests, drills, and inspections (TDI)**

- a.* Each vessel will have a standard operating procedure (SOP) on board that specifies TDIs. Frequency of all TDIs will be per Table 2-1 and Code of Federal Regulations (CFR). See Table 2-1 for those that will be included in the TDI SOP.
- b.* Results of all TDIs will be noted in the vessel's log.

## **2-9. Required safety standards**

- a.* The CFR and SOLAS define the minimum standards for safety on Army watercraft, unless specifically indicated in DA regulation.
- b.* Table 2-1 establishes those sections of the CFR that all watercraft will comply with regardless of military situation or operation.

## **2-10. Required publications**

Every Class A vessel will carry on board all DA regulations, TM's, TB's, and FM's cited in Tables 2-1 and 2-2 and FM 55-502. Every unit with assigned Class B or C vessels will maintain the publications cited in Tables 2-1 and 2-2.

## **2-11. Special warnings to mariners**

- a.* Special warnings are sent out when possible political or military hazards exist for U.S. civil and military mariners. When Army mariners observe a condition or situation that may require a "special warning" they will—
  - (1) Use the quickest means of communication to reach the sender's next higher command, and
  - (2) Preface the communications with "Mariner Warning Information" and reference DODD 5030.57. The final recipient of this warning information is the Office of Maritime Affairs, Department of State.
- b.* When Army watercraft units, watercraft at sea and stations receive Special Warnings to Mariners communications, they will—
  - (1) Promptly acknowledge receipt of the warning message through command channels.

- (2) Take appropriate actions directed by the warning message, or the recipient's headquarters element.

## 2-12. Hazard Communication Program

*a. Purpose.* To ensure hazardous chemicals used aboard Army watercraft are evaluated to determine exposure hazards, personnel are provided specialized job safety and health training, and that proper protective measures are taken while working with hazards aboard the vessel in accordance with 29 CFR 1910.1200, Occupational Safety and Health Administration (OSHA).

*b. Material Safety Data Sheets (MSDS).* The MSDS for all hazardous chemicals used aboard Army watercraft must be posted in a common area, readily accessible to crewmembers, and must also be maintained in the vessel files.

*c. Labels.* All containers of hazardous chemicals will be labeled.

*d. Hazardous Chemical List (HCL).* The HCL is a current list of all hazardous chemicals aboard the vessel. All personnel assigned aboard will review the HCL upon assignment and annually thereafter.

## 2-13. Marine lifting and lashing

*a.* Proper lifting and lashing methods must be used to load and secure cargo transported on Army watercraft.

*b.* The minimum requirements for lifting and lashing vehicles and vessels aboard Army watercraft are published in Military Traffic Management Command, Transportation Engineering REF 97-55-22, Marine Lifting and Lashing Handbook, March 1995. This publication must be aboard all Army vessels to—

(1) Ensure proper devices and procedures are used to lift and lash vehicles and vessels aboard Army watercraft.

(2) Inspect the lashing and stowage of vehicles and vessels aboard barges prior to being towed.

*c.* The requirements for daily and periodic safety inspections of lifting devices are published in TB 43-0142, Safety Inspection and Testing of Lifting Devices.

## 2-14. Watertight doors

*a.* All watertight doors in subdivision bulkheads shall be kept properly closed during—

(1) Navigation, except when necessarily opened for working of the vessel, and in such cases they shall always be ready to be closed immediately.

(2) Periods when the vessel is unmanned or a minimal (caretaking) watch is being performed.

*b.* All watertight doors will be labeled on both sides, with the words "KEEP DOOR CLOSED." The lettering height of the label will not be less than one inch.

**Table 2-1**  
**Tests, Drills, and Inspections (TDI)**

No. Drill	Reference (33 CFR)	Frequency
<b>Tests and Drills:</b>		
1. Steering Gear. Presail	97.15, 97.13	
2. Communication. Presail	97.15	
3. Navigation lights, searchlights, deck lights, special working lights. Presail		
4. Navigational compasses. Presail	96.17	
5. Whistle. Presail	97.15	
6. Fire Emergency.	97.15, 97.13	Weekly
7. Life Raft.	97.15	Weekly
8. Emergency lighting and power systems.	97.15	Weekly
9. Abandon ship.	97.13, 97.15	Weekly
10. Person overboard.	97.13	Weekly
11. Internal combustion engine driven generators operated 2 hours under load.	97.15	Monthly
12. Line throwing apparatus.	97.15	Quarterly
13. Batteries for emergency power/lighting system.	97.15	Semiannual
14. Firefighting equipment.	97.15	Weekly
15. Environmental response drill		Semiannual

**Table 2-1**  
**Tests, Drills, and Inspections (TDI)—Continued**

No. Drill	Reference (33 CFR)	Frequency
<b>Inspections:</b>		
1. Navigation charts, publications, and equipment. Presail	97.05	
2. Radar. Presail	AR 56-9, para 2-4	
3. Damage control equipment.		Weekly
4. Self-contained breathing apparatus.		Weekly
5. Vessel watertight integrity. Presail		
6. Pyrotechnics. Presail		
7. Vessel log entries.	AR 56-9, Chapter 6	Daily
8. Communication equipment and publications.	AR 56-9, para 6-5	Weekly
9. Emergency Position Indicator Radio Beacon.	97.15, 97.37	Monthly
10. Fire Extinguishers Portable	91.25	Monthly
Fixed	97.15	Annually
11. Life Rafts and Hydrostatic Releases	97.15	Weekly
12. Life Jackets	97.37	Weekly
13. Lifting Devices	TB 43-0142	Daily & Periodic
14. Material Safety Data Sheets	AR 56-9, para 2-13	Periodic
15. Hazardous Chemical Lists	AR 56-9, para 2-13	Periodic & Annually
16. Environmental Response Kits		Semiannually

**Notes:**

The above listed frequencies of TDIs are the minimums. Consult CFRs for additional requirements.

**Table 2-2**  
**Safety and Occupational Health Criteria Aboard Army Watercraft**

Key Word Directory	Army Standard	Federal Standard
Abrasive blasting	TB 43-0144	29 CFR
Abrasive grinding	TB 43-0144	29 CFR
Accident reporting	AR 385-40	
Aids to Navigation and Notice to Mariners		46 CFR
Air quality:	TB MED 502	
Compressed air		29 CFR
Flammable atmospheres		29 CFR
Oxygen deficiency		29 CFR
Toxic atmospheres		29 CFR
Barges-Walking surfaces		29 CFR
Batteries		49 CFR
Carbon monoxide		29 CFR
Cargo and gear:		
Cables		29 CFR
Cargo spaces		29 CFR
Certification	TB 43-0142	
Hooks		29 CFR
Preventers		29 CFR



**Table 2-2**  
**Safety and Occupational Health Criteria Aboard Army Watercraft—Continued**

Key Word Directory	Army Standard	Federal Standard
Winches		29 CFR
Circuits de-energizing		29 CFR
Coaming rollers		29 CFR
Color coding		29 CFR
Compressed air—		
For cleaning		29 CFR
For breathing		29 CFR
Compressed gas cylinders:		
Diving operations		29 CFR
Welding		
Confined spaces		29 CFR
Cranes	TB 43-0142	
Body swing radius guarding		29 CFR
Deck loads		29 CFR
Distress signal		46 CFR
Diving operations	FM 20-11-1	
Dry docks	TB 43-0144	
Embarkation aids		46 CFR
Exposure suits (ocean/coast wise vessels only)		46 CFR
Fire protection		
Alarms		46 CFR
Carbon dioxide storage		46 CFR
Discharge outlets		46 CFR
Fire axes		46 CFR
Portable extinguishers	TB 5-4200-200-10	46 CFR
First aid (All vessels)	FM 21-11	
Ships Medicine Chest and Medical Aid at Sea (Class A vessels)		U.S. Public Health Service (PHS) Publication No.84—2024 (Revised 1987 or later) USGPO
Grounding (Elect)		29 CFR
Guarding equipment		29 CFR
Guardrails		29 CFR
Hatches		29 CFR
Hazardous cargo		29 CFR
Hazard Communication Program		29 CFR
Hooks	TB 43-0142	
Hoses:		
Welding		29 CFR
Flammable liquids		29 CFR
Housekeeping:		
Flammable liquids		29 CFR
Trash		29 CFR
Walking surfaces		29 CFR

**Table 2-2**  
**Safety and Occupational Health Criteria Aboard Army Watercraft—Continued**

Key Word Directory	Army Standard	Federal Standard
Ignition sources/hazards:		
Dip tanks		29 CFR
Electrical wiring		29 CFR
Flammable liquids		29 CFR
Lamps		29 CFR
Spray finishing		29 CFR
Life rafts:		46 CFR
Alternates		46 CFR
Equipment for		46 CFR
Illumination		46 CFR
Life rafts for Seagoing Barges		46 CFR
Life saving equipment:		
PFD required		46 CFR
Stowage of PFD		46 CFR
Retro-reflective material		46 CFR
Lights and whistles		46 CFR
Ring life buoys and water lights		46 CFR
Lifting Devices	TB 43-0142	
Lights:		
Search, Improper use		46 CFR
Unauthorized		46 CFR
Line throwing appliances		46 CFR
Logbooks:		
Actions required to be logged	AR 56-9 Chapter 6	46 CFR
Machinery Guarding		29 CFR
Mats & gratings		46 CFR
Noise	DA PAM 40-501, AR 40-5	
Paints	TB 43-0144	
Personal Protection Equipment:		
Ear	DA PAM 40-501 AR 385-10	29 CFR
Eye	AR 385-10	29 CFR
Face		29 CFR
Foot (CTA SUPPLIED)		29 CFR
Head		29 CFR
Purchase of Respiratory	AR 385-10	29 CFR
Piping systems	FM 55-501	
Radiation	AR 11-9	
Radiobeacon, Emergency position indicating(EPIRB)		46 CFR
Rescue Boat		46 CFR
Shackles		TB 43-0142
Slings		TB 43-0142
Solvents		TB 43-0144

**Table 2-2**  
**Safety and Occupational Health Criteria Aboard Army Watercraft—Continued**

Key Word Directory	Army Standard	Federal Standard
Station bills		46 CFR
Tests/drills/inspection	AR 56-9	46 CFR
Ventilation	TB 43-0144	29 CFR
Water for drinking	TB 43-0153	
Co		
Whistling Prohibited		46 CFR

## Chapter 3

### Duties of Ship Personnel

#### 3-1. Master

The vessel master's (or coxswain's) command authority derives from maritime law and rules of navigation. The master is the ultimate authority even with the presence of a pilot or senior officer. He or she is at all times the technical authority and is responsible for crew training and vessel safety, operation, navigation, and environmental stewardship. The master shall ensure when underway that: the wheelhouse is constantly manned by persons who direct and control the movement of the vessel, and fix the vessel's position; and that each person performing a duty is competent and qualified to perform that duty. The master (or coxswain) will—

a. Ensure that the vessel is—

(1) Operated efficiently, safety, and economically. This includes ensuring that the crew keeps the vessel properly cleaned, painted, maintained, and repaired.

(2) Prepared to sail at the time scheduled.

(3) Properly supplied and that sufficient fuel and fresh water are on board before sailing. He or she will ensure that these items are replenished as required.

(4) Seaworthy, properly crewed, and fitted to—

(a) Accomplish assigned mission.

(b) Manage fire, emergency and adverse weather.

(5) Navigated safely by being present on the bridge when—

(a) Weather conditions require his or her attention.

(b) Visibility is reduced.

(c) Approaching or leaving narrow channel ways.

(d) Navigating in crowded or restricted waters.

(e) Docking or undocking.

(f) Beaching or retracting.

(g) Arriving or departing ports.

(h) Transiting canal lock systems.

(6) Properly staffed by a qualified engineering officer present in the engine room when—

(a) Approaching or leaving narrow channels.

(b) Navigating in crowded or restricted waters.

(c) Docking or undocking.

(d) Transiting canal lock systems.

b. Strictly comply with Army regulations and special orders on vessel operations and Federal and environmental laws. To support this responsibility, the master will maintain a current library of navigation laws, rules, customs, and courtesies. This will include a current copy of CFR Titles 33, 46, 47, and 49.

c. Enforce safety.

(1) Ensure that written procedures are established and posted for relief of all watches.

(2) Considering the local conditions decide whether to—

(a) Enter/leave port or anchorage.

(b) Navigate in hazardous waters.

(c) Beach/retract the vessel to/from floating or shore facilities and beaches.

(d) Deploy cargo ramp(s) for loading or discharge.

(e) Marry own vessel to another vessel when required.

- (3) Ensure that, in the event of collision, provisions of CFR 33, part 173, subpart C (Casualty and Accident Reporting), and AR 385–40 and FM 55–502 are followed.
- (4) Supervise the movement of the vessel to or from its berth.
- (5) Ensure that CEN, life saving and emergency equipment are in good working order.
- (6) Consult with a medical officer or other authority in case of contagious illness on board.
- (7) Maintain a safe and moderate speed when—
  - (a) Watercraft is navigating narrow channels or is in crowded or restricted waters.
  - (b) Passing tows or deep-laden small craft.
  - (c) There is limited visibility or other adverse conditions.
- (8) Ensure that—
  - (a) The gyro compass system, remote heading magnetic sensor, magnetic compasses, radar(s), radio(s) and other navigating equipment are properly maintained and fully operational before departure.
  - (b) An accurate DA Form 5073 (Magnetic Compass Deviation Table) is posted.
  - (c) Hourly comparisons of the compasses are made while underway and upon each change to a new heading.
  - (d) A comparison between the compasses and true direction will be made once per watch when the weather and existing conditions permit. Compass error will be entered in the logbook.
  - (e) Bridge and engine room clocks are synchronized and entered into the logbook.
  - (f) Publications and equipment required for the safe navigation of the vessel is on board and that they are properly maintained.
  - (g) Ensure that a route weather service is subscribed to and utilized for all Class A vessel missions when sailing in unprotected waters.
- (9) Ensure that maneuvering information for the vessel conforms to the requirement in chapter 1–4j(11), and is accurately maintained and/or posted in the pilothouse.
  - d. Maintain records as follows:
    - (1) A deck logbook, which will include—
      - (a) A record of the daily events.
      - (b) A record of collisions, groundings, or accidents of any kind. Any exceptional experiences, which may have affected the navigation of the vessel, must be in detail, such as influence of current and winds. The master will promptly report such occurrences to the home port commander.
      - (c) A record of any violation of regulation that affects safety, operations, and discipline. The corrective action taken should also be noted.
      - (d) A detailed record of deficiencies in emergency and safety equipment noted during drills and inspections.
      - (e) The time the vessel is underway.
      - (f) The amount of fuel used each day.
      - (g) The number of personnel and quantity of stores or freight transported.
      - (h) Vessel pre-sail and arrival drafts.
      - (i) A record of crewmembers and passengers who are nonswimmers.
      - (j) A detailed record of personnel attached and detached.
      - (k) Other missions that the vessel performed.
    - (2) Bell logs will be maintained on every vessel except those capable of complete control and operation from the pilothouse. Vessels with pilothouse control are included when they use the bell system. (See example in FM 55–501.)
    - (3) A night order book with general standing orders and precise special instructions.
  - e. Ensure that—
    - (1) The crew and passengers conduct themselves properly.
    - (2) The officers and crew are properly uniformed and that all personnel on board maintain a clean and neat appearance.
    - (3) Unauthorized persons are not aboard.
    - (4) Passengers do not enter off-limit areas or interfere with crewmembers performing their duties.
    - (5) All cargo and documentation is checked and stowed in accordance with the pre-stow plan.
    - (6) The watercraft has proper trim and stability.
    - (7) Personnel and cargo accepted on board are properly documented, secured, and protected.
    - (8) Sufficient rations or ration funds for crew and passengers for the entire voyage are on board and properly stowed and secured.
    - (9) Sufficient emergency rations are aboard appropriate to mission or voyage duration.
  - f. Instruct the mate on the care of the vessel and ship's business to be conducted when the master is absent.
  - g. Ensure that current station bill and muster lists are posted.
  - h. Approve cargo pre-stow plans prior to loading cargo.

- i.* Be accountable for vessel property per AR 710–2.

### **3–2. Mate**

The mate acts as assistant to the master and assumes responsibility for the vessel in the master's absence. Specifically, the mate will—

- a.* Ensure that the master's orders are obeyed.
- b.* Supervise the deck department to include personnel training, safety, maintenance, cargo operations, and general ship's business.
- c.* Navigate the vessel during appropriate watches. Maintain the prescribed course and deviate only as required to avoid danger.
- d.* Notify the master of unusual circumstances.

### **3–3. Chief engineer**

The chief engineer is responsible to the master for the efficient, safe, and economical operation of the engine department. Specifically, the chief engineer will—

- a.* Ensure efficient and economical operation of the engine room, auxiliary, and deck machinery.
- b.* Coordinate with the deck watch to ensure safe operation of the vessel.
- c.* Ensure that the engine department is manned with qualified personnel as required by paragraph 1–6 of this regulation.
- d.* Exercise immediate control over all persons connected with the engine department. He or she will ensure that—
  - (1) Training, discipline, and efficiency are maintained.
  - (2) All orders from the master are promptly executed.
- e.* Establish and maintain the watch schedules for the engine room.
- f.* Ensure that the engine room logbook is prepared per instructions in chapter 6.
- g.* Maintain all applicable records, reports, repair parts, and onboard repair parts inventory per DA Pam 738–750, AR 710–2, and local command directives.
- h.* Schedule, direct, and supervise the maintenance and repair of engine room machinery, electrical equipment, and deck machinery. The level of work performed must be according to the maintenance allocation chart (MAC) and policies in AR 750–1.
- i.* Transfer fuels or water for ballast as directed by the master.
- j.* Ensure that the engine signals from the bridge are properly answered, performed, and recorded in the bell log in accordance with subparagraph d(2) above.
- k.* Report defects that affect the operational readiness to the master. Prepare work orders for repairs beyond the ability of the crew. (See AR 750–1.)
- l.* Ensure that unauthorized personnel do not enter the engine room.
- m.* Promptly report to the bridge watch officer all machinery casualties or problems that may have an adverse effect on the vessels handling.
- n.* Maintain Watercraft Information Reporting Systems (WIRS) per TB 55–1900–205–24.
- o.* Report any violation of the regulations governing the engine department to the master.
- p.* Maintain a record of machinery history.

### **3–4. Assistant engineer**

The assistant engineer acts as assistant to the chief engineer and assumes responsibility of the Engine Department in the chief engineer's absence. He or she will—

- a.* Ensure that the chief engineer's orders are obeyed.
- b.* Supervise the engine department to include personnel training, safety, maintenance, and general ships business.
- c.* Notify the chief engineer of unusual circumstances.

### **3–5. Officer in charge of the watch underway**

The officer in charge of the watch underway (Underway Watch Officer) is a warrant officer or NCO who is qualified to be in charge of the direct performance of vessel operation, either deck or engine operations; normally this is the master or mate, and the chief engineer or the assistant engineer.

- a.* The underway watch officer (deck operations)—
  - (1) The underway deck officer's place of duty is, at all times, the vessel's bridge, until properly relieved.
  - (2) The underway deck officer is the master's representative and his or her primary responsibility is the safe navigation of the vessel.
- b.* The underway watch officer (engineering operations)—
  - (1) The underway–engineering officer's place of duty is, at all times, the vessel's machinery spaces, until properly relieved.

(2) The underway—engineering officer's primary responsibility is the safe and efficient operation of the vessel's machinery.

### **3-6. Watercraft NCO (Boatswain)**

- a.* The boatswain is responsible for—
  - (1) Reporting operational conditions of all deck machinery and equipment.
  - (2) Maintenance of the deck gear.
  - (3) The conduct, discipline, and direct supervision and assistance of deck personnel.
- b.* The boatswain will ensure that—
  - (1) The vessel is secured for sea before getting underway.
  - (2) Mooring lines and fenders are properly stowed after getting underway.
  - (3) Mooring lines and fenders are made ready before mooring.
- c.* Under the supervision of the mate, the boatswain assigns deck department personnel to watches and details.
- d.* On craft not authorized a mate, the boatswain performs the mate's duties except for navigation of the vessel.

### **3-7. Emergency treatment NCO**

The emergency treatment NCO is under the direct supervision of the master. He/she is—

- a.* Responsible for recording all medical emergencies, and the emergency medical care of all crew and passengers aboard the assigned vessel. These duties include, but are not limited to—
  - (1) Emergency treatment of injuries.
  - (2) Cardiopulmonary resuscitation (CPR).
  - (3) Ensuring the recommended surgical equipment, instruments, and supplies are maintained on board.
  - (4) Remaining familiar with procedures for birth and death at sea.
  - (5) Remaining familiar with procedures for prevention and control of shipboard and communicable diseases.
  - (6) Remaining familiar with DH MEDICO (Medical advice by radio) procedures. Familiar with emergency station bill procedures.
- b.* Must be qualified in MOS 91C.
- c.* Will immediately inform the master of all medical emergencies and the treatment administered.
- d.* Responsible for the maintenance of all medical and surgical equipment.

### **3-8. Cook and cook's helpers**

- a.* The senior cook operates the ship's galley and dining facility. He or she is responsible for—
  - (1) Food preparation, cleaning and caring for utensils, stoves, refrigerators, and associated equipment.
  - (2) Ensuring that personnel are complying with regulations regarding personal hygiene of food handlers.
  - (3) Preparing requests for rations, coordinating ration delivery with the port stewards or ship's chandlers, and prepares menus.
  - (4) Preparing and serving meals.
- b.* The cook's helpers work under the direct supervision of the senior cook.

### **3-9. Watercraft operator**

The watercraft operator is responsible for the safe operation, maintenance, and welfare of the craft, crew, passengers, and cargo as well as those duties outlined in subparagraphs 3-1a and b, except 3-1a(6).

### **3-10. Seaman**

Personnel assigned to the deck department who performs duties as directed.

### **3-11. Engineman**

Personnel assigned to the engine department who performs duties as directed.

## **Chapter 4**

## **Watercraft Operation, Supply, and Personnel**

### **4-1. Sailing orders and supporting documents**

*a. Sailing orders.* Sailing orders (SailOrd) are the official authority for an Army vessel or convoy to proceed and carry out the activity intended by the operational commander. The commander to whom a vessel is assigned or attached for operational control (OPCON) will publish sailing orders when directing a vessel or convoy to proceed

underway. The sailing order and documents supporting the sailing order can be found in FM 55–502, Chapter 4, Watercraft Safety.

*b. Documents supporting the sailing orders.* The following documents (as appropriate to the class of vessel) must be provided in support of the sailing order.

- (1) Mission Risk Assessment.
- (2) Voyage Plan.
- (3) Class A vessel Pre-sail checklist.
- (4) Class B vessel Pre-sail checklist.
- (5) Combined crew and passenger list.

*c. Local documents.* Additional locally required documents supporting the sailing orders may be required.

*d. Emergency changes.* If an emergency requires a change in the sailing order of a vessel while en route, the vessel master (or convoy commander) will promptly report that fact to the operational commander. The operational commander will amend the sailing orders as appropriate. If unable to communicate with the operational commander, the master (or convoy commander) may, on his own authority, deviate from sailing orders when the ship or crew is endangered or responding to lifesaving emergencies.

#### **4–2. Vessel support (ship stores and voyage funds)**

*a.* Stores required to keep vessel fire fighting and emergency systems operational will be maintained at maximum levels for immediate emergency response. These stores shall not be used for any other purpose.

*b.* Stores required to maintain vessels for safe, economical, and efficient operation and those required by the crew and passengers will be requisitioned. In addition, enough nonperishable rations will be maintained aboard all class A and B vessels to support the crew for not less than 5 days.

*c.* The home port supply activity will review and approve requisitions for the vessel.

*d.* Vessels shall be provided an operational fund to support mission requirements. Disbursements will be in accordance with the Army Federal Acquisition Regulation Supplement (AFAR), paragraph titled “Other Individuals Authorized to Make Purchases”, (specifically masters of Army vessels).

#### **4–3. Conduct**

*a.* Shipboard customs and courtesies contained in FM 55–501 will be observed aboard all watercraft.

*b.* While on lookout duty, members of the crew will not engage in any activity not directly connected with lookout duty.

*c.* No intoxicating beverages or dangerous drugs (See AR 600–85) will be brought or used on board by any officer, crew member, or passenger unless prescribed for medication by competent medical personnel.

*d.* The senior military passenger on board is responsible to the master (or coxswain) for passenger conduct.

### **Chapter 5 Marine Qualifications**

#### **5–1. Scope**

Marine (MOS) qualification is a dual process consisting of an MTE for certification and a vessel-specific DPT for licensing. The MTE is the resident training End-of-Course Comprehensive Test for each level of skill.

*a.* Certification: The MTE verifies that an individual has knowledge of common marine tasks at the appropriate skill level.

*b.* Licensing: The vessel specific DPT verifies that an individual has the knowledge and ability to safely perform vessel-specific operational tasks to a designated skill level. Validation of DPT will be completed on an annual basis and recorded in vessel log.

*c.* All enlisted personnel (MOS 88K, 88L) must be certified at each level of skill (certified to grade) in order to be MOS qualified. Only those enlisted personnel assigned to watercraft must be licensed.

*d.* Because of the complexity and quantity of tasks for MOS 88K/88L (enlisted) and 880A/881A (warrant officer), personnel will not be certified in both deck operations and engineering operations.

*e.* All warrant officers (MOS 880A, 881A) must be certified per subparagraph 1–5e(3)(a), this regulation.

*f.* Marine personnel are MOS qualified only when certified to grade or above grade.

#### **5–2. General requirements**

*a. Prerequisites.* To be eligible for entry into the marine watercraft field and to hold MOS 88K, 88L, 880A or 881A the applicant must—

- (1) Have the recommendation of his or her commander or civilian supervisor indicating—

- (a) Satisfactory performance at his or her current level.
- (b) Demonstrated potential at the level for which he or she is applying.
- (2) Indicate actual or intended membership in or employment by the U.S. Army.
  - b. Physical Standards.* The following standards must be met for entry level and continued service in MOS 88K, 88L, 880A, and 881A.
    - (1) *P U L H E S.* 2 2 2 2 2 1
    - (2) *Vision Standards.* Distance visual acuity must be correctable to at least 20/20 in one eye and 20/40 in the other eye.
    - (3) *Color Vision.* Individual must pass one of the following color vision tests, without the use of color sensing lenses:
      - (a) Pseudoisochromatic Plates (Dvorine, 2nd Edition; AOC; revised edition or AOC-HRR; Ishihara 16-, 24-, 38-plate editions).
      - (b) Eldridge-Green Color Perception Lantern.
      - (c) Farnsworth Lantern.
      - (d) Keystone Orthoscope.
      - (e) Keystone Telebinocular.
      - (f) SAMCTT (School of Aviation Medicine Color Threshold Tester).
      - (g) Titmus Optical Vision Tester.
      - (h) Williams Lantern.
    - (4) *Exceptions.* Request must be accompanied by DA Form 3349 (Physical Profile) and written statement endorsed by a military physician certifying the individual has the ability to perform the specific technical duties in his or her military occupational specialty (MOS) IN ACCORDANCE WITH DA Pam 611-21. The statement must be based on a physician's examination conducted within 120 days prior to date of request.
  - c. Application.* DA Form 7434 (Application for United States Army Marine Certification) will be used to apply for Army Marine certification. RCS exempt: AR 335-15, subparagraph 5-2b(4).

### 5-3. U.S. Army Marine Certification

The following applies to all marine personnel:

- a. Requirements.* The applicant must—
  - (1) Meet the requirements in paragraph 5-2.
  - (2) Pass an appropriate MTE.
  - (3) Warrant officer applicants for certification to 880A1 and 881A1 levels will comply with requirements as outlined in AR 135-100.
  - (4) Warrant officer applicants for certification to 880A2 and 881A2 must satisfactorily complete the Marine Deck Officer-A2 Certification Course (MDO-A2CC) or Marine Engineering Officer-A2 Certification Course (MEO-A2CC).
- b. Duration.* A Marine Certificate is valid for 5 years from the date of issue.
- c. Initial certification and upgrade.* Individuals must—
  - (1) Progress through all the skill levels one level at a time. All personnel holding a valid U.S. Coast Guard license may submit a copy of their license with any other documents to MQD for evaluation and issuance of the appropriate level of U.S. Army Marine Certification. Personnel applying for initial certification and not holding a valid U.S. Coast Guard license must attend a formal training program approved by the Transportation Corps proponent school.
  - (2) Pass an MTE for the appropriate level.
  - (3) Upgrade for licensed personnel. A licensed individual must be allowed to take an MTE one level above that to which licensed.
  - (4) Upgrade for unlicensed personnel. An individual not assigned to a vessel may be allowed to take the MTE for the next higher level. Only one level of progression is allowed without first being licensed to his or her current certification level.
- d. Initial, renewal or upgrade procedures.*
  - (1) To receive initial, renew or upgrade the certification the individual must—
    - (a) Apply to the Office of the Chief of Transportation ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407.
    - (b) Meet the prerequisites and physical standards of paragraph 5-2.
    - (c) Apply within 180 days before expiration date of current certification.
    - (d) Pass the initial, renewal or upgrade MTE. Army marine personnel having to renew their MTE must meet all requirements in paragraphs 5-2 and 5-3 of this regulation.
  - (e) Possess a valid Marine Radar Observer Certificate, if renewing at or upgrading to MOS 88K40, 880A1, and 880A2 levels.



(f) Personnel applying for initial certification must possess a valid Certificate of Training from approved U.S. Coast Guard Fire Fighting and Damage Control (DC) training courses.

(2) Those failing to meet these requirements may be subject to reclassification and/or bar to reenlistment in accordance with DA Pam 611-21.

*e. Suspension and revocation of USAMC.*

(1) USAMC may be suspended or revoked for cause. The suspension or revocation of a USAMC requires MQB action.

(2) Commanders and/or vessel masters are responsible for requesting, with supporting documentation, suspension or revocation of USAMC. Request for suspension or revocation must be forwarded, through channels, to the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407. The suspension of a USAMC shall be in force until reinstated by the COT or the expiration date of the suspension, whichever occurs first.

(3) The COT may require the commander to investigate to determine if there is sufficient cause for suspension or revocation.

(4) Other documented evidence may include, but is not limited to, the following:

(a) DA Form 4697 (Department of the Army Report of Survey).

(b) Proceedings conducted under the UCMJ.

(c) Records of civilian convictions.

(d) Accident reports.

(e) Sworn statements.

(5) When the certification of any individual is revoked, it is no longer valid for any purpose. Revocation renders the individual not MOS qualified and therefore, the individual cannot be assigned for duty aboard Army watercraft. Revocation of MOS qualification requires reclassification and/or bar to reenlistment, or other adverse personnel actions. See AR 614-200 for guidance.

#### **5-4. U.S. Army Marine licenses**

The following apply to MOS 88K, 88L, 880A and 881A personnel.

*a. Requirements.* Individual must—

(1) Be certified as a minimum to his or her grade level.

(2) Possess a Marine Radar Observer Certificate, as appropriate.

(3) Pass a Vessel-Specific DPT.

(a) Active duty personnel must complete this requirement within 90 days of assignment to a position requiring a USAML. Commanders may grant an additional 90 days.

(b) Reserve Component personnel must complete this requirement within 180 days. Commanders may grant an additional 180 days.

(c) Individuals failing to meet the above requirements will be returned to a position for which they are qualified or be reclassified.

(d) The DPT will be forwarded to the Office of the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA. 23604-5407, for issuance of an original license.

*b. Types of licenses.* The annotations listed below will be recorded on the face of the USAML. The type vessels on which an individual has qualified and necessary endorsements will be noted on the reverse side of the USAML. If a soldier is a nonswimmer, the word "NONSWIMMER" will be noted on the reverse side of the USAML.

(1) Annotations for deck department are—

(a) Seaman (88K10).

(b) Watercraft Operator of Class B and C Vessels (88K20).

(c) Watercraft NCO/Boatswain (88K30).

(d) Mate of Class A-1 Freight and Towing Vessels Upon Coastal and Inland Waters, Radar Observer (88K40).

(e) Master of Class A-1 Freight and Towing Vessels Upon Coastal and Inland Waters, Mate of Class A-2 Unlimited Motor Vessels Upon Oceans, Radar Observer (880A1).

(f) Master of Class A-2 Unlimited Motor Vessels Upon Oceans; Radar Observer (880A2).

*Note.* The definition of Coastal and Inland Waters are contained in the glossary, section II, terms.

(2) Annotations for Engine Department are—

(a) Engineman (88L10).

(b) Senior Engineman (88L20).

(c) Junior Marine Engineer (88L30).

(d) Assistant Engineer of Class A-1 Motor Vessels (88L40).

(e) Chief Engineer of Class A-1 Motor Vessels; Assistant Engineer of Class A-2 Unlimited Motor Vessels (881A1).

(f) Chief Engineer of Class A-2 Unlimited Motor Vessels (881A2).

(3) The following USAML endorsements may be added to the USAML:

(a) The Marine Radar Observer Endorsement is awarded by approved schools as identified in CFR 46, part 10. Master, mate, coxswains and operators of radar-equipped vessels must have a Marine Radar Observer endorsement. The endorsement must be valid at the time of application for upgrade or renewal. Marine Radar Observer endorsement will indicate Automatic Radar Plotting Aid (ARPA) proficiency when the individual has been qualified through a USCG-approved course of instruction.

(b) The Marine Safety Inspector must have a Certificate of Marine Safety awarded by the U.S. Coast Guard or hold a 880A2 USAML.

(c) The Marine Inspector/Port Engineer must have Certificate of Marine Safety awarded by the U.S. Coast Guard or hold an 881A2 USAML. A person must serve in a Marine Inspector/Port Engineer position for a period of not less than 1 year before issue of this endorsement.

(d) The Harbormaster must hold an 880A2 USAML and have served as a Harbormaster for a minimum of 6 months (substantiated by a DA Form 3068-1).

(e) The tankerman must pass written/hands-on testing as required by COT or hold a U.S. Merchant Mariner's Document endorsed tankerman.

(f) Causeway Pilot must hold a valid USAML annotated Watercraft NCO/Boatswain (or higher) and pass an approved course of instruction and complete the DPT for Causeway Ferry.

(g) The GMDSS Operator must complete a Coast Guard-approved GMDSS course.

c. *USAML administration.* The USAML process is administered at unit level and by MQD. The unit administers and forwards the DPT to MQD. The MQD, responsible for oversight of the licensing process, validates the DPT and issues DA Forms 4309 and 4309-1, U.S. Army Marine License, as appropriate.

(1) The Marine Standardization Examiner (MSE)

(a) The MSE is appointed by unit memorandum and is responsible to the unit Commander for the quality control of marine training standards required by vessel-specific DPTs.

(b) Unit commanders appoint MSE for each marine MOS in their units and forward a copy of the appointment to MQD.

(c) The MSE must hold a specific watercraft USAML equal to or greater than those he is to examine.

d. *Validity Of USAML.* The USAML is valid for the period of continuous vessel-specific assignment and the soldier's USAMC has not expired.

(1) The USAML must be revalidated annually, on or before the anniversary date of the license, by completing tasks designated by the DPT.

(2) The USAML expires 1 year after the soldier's departure from the vessel or expiration of USAMC.

(3) If a soldier returns to a previously held vessel position in less than 1 year, revalidate the USAML as in (1) above.

(4) A soldier not assigned to a position for which licensed during the previous 12 months must complete revalidation at the unit of assignment, by completing tasks designated by the DPT.

e. *Renewal.* USAML renewal is concurrent with the renewal of certification.

f. *Suspension and Revocation of USAML.*

(1) A USAML may be suspended or revoked for cause. If an individual's USAMC is suspended or revoked by MQB action, the USAML is automatically suspended or revoked.

(2) Commanders and/or vessel masters are responsible for requesting, with supporting documentation, suspension or revocation of USAML. Request for suspension or revocation must be forwarded, through channels, to the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407. The suspension of a USAMC shall be in force until reinstated by the COT or the expiration date of the suspension, which ever occurs first.

(3) The COT may require the commander to investigate to determine if there is cause for suspension or revocation.

(4) Other documented evidence might include, but is not limited to, the following:

(a) DA Form 4697 (Department of the Army Report of Survey).

(b) Any proceeding under UCMJ.

(c) Records of civilian convictions.

(d) Accident reports.

(e) Sworn statements.

(5) Commanders are authorized to temporarily suspend a USAML for a period not to exceed 120 days. This temporary suspension authority is to allow the command to conduct appropriate investigations and submit necessary requests for MQB action to the COT. The COT may grant extensions of temporary suspension, when justified, upon request.

(6) When the license of any individual is revoked, it is no longer valid for any purpose. Any license, of the same type, subsequently requested must be applied for as an original license by completing the appropriate DPT.

## **5-5. Noncommissioned officer (NCO) underway watch officer**

The NCOs in the grade of E6 (Staff Sergeant) for A1 vessels may be utilized as Underway Watch Officers in charge of

a watch section when in compliance with the provisions of this section. This authority is vested in the issuing vessel master only and applies solely to Class A1 vessels. The qualification is not transferable to any other vessel or vessel master. Qualification criteria are as follows:

- a. Deck NCOs (MOS 88K30) must hold a valid Marine Radar Observer certificate.
- b. Both deck and engine (MOS 88K and 88L) NCOs must be certified and licensed to grade.
- c. The vessel master must issue a memorandum to the NCO permitting such duty to be performed. The memorandum will define conditions and impose limits deemed appropriate by the vessel master. A copy of the memorandum of qualification shall be forwarded to the Office of the Chief of Transportation, ATTN: ATZF-OCT-S, Fort Eustis, VA 23604-5407, for the soldier's Marine Qualification file.
- d. Both deck and engine (MOS 88K and 88L) NCOs must complete the tasks contained on the 40 level DPT prior to the vessel master issuing the above stated memorandum. Completing these tasks will not constitute the NCO being issued a new USAML.

## **5-6. Requirements for other personnel**

Individuals with marine experience who desire to enter the Army Marine Field must—

- a. Meet physical standards in subparagraph 5-2b.
- b. Submit documented evidence of marine experience to the MQD for evaluation.

## **Chapter 6 Logbooks**

### **6-1. Requirements**

Official vessel logbooks and records required by this regulation will provide a permanent legal record of—

- a. The operation, location and condition of the vessel.
- b. The status of the cargo, crew, passengers, and communications.

### **6-2. Official logbook entries**

a. All events of importance, interest, or historical value about the crew, passengers, operation, location, condition and safety of Army watercraft will be recorded daily in the appropriate logbook.

(1) DA Form 4640 (Harbor Boat Deck Department Log for Class A and C-1 Vessels) and DA Form 4493 (Harbor Boat Engine Department Log for Class A and C-1 Vessels) must be used on Class A and C vessels.

(2) DA Form 5273 (Harbor Boat Deck and Engine Log for Class B Vessels) must be used on all Class B vessels. DA Form 5273 is a six month logbook, two logbooks are required for each Class B vessel per year.

(3) Class C vessels designated fuel barge (BG) must use DA Form 5273 instead of DA Form 4640 and 4993.

(4) Marine logbooks for Class C vessels designated BC, BCDK, BK, CF, FCP, and RRDF are not required.

(5) Logbooks will be prepared per instructions in this AR, in DA Pam 738-750, and those in the logbook. The local command may require additional entries.

b. Actions that are required to be logged in the official logbook are grouped here for emphasis and convenience. This section summarizes existing requirements.

(1) Fire and Boat Drills. Weekly.

(2) Steering Gear, Whistle, and Means of Communication. Prior to departure.

(3) Drafts and Load Line Markings. Prior to leaving port.

(4) Hatches and Watertight Doors. Upon leaving port and when closing the vessel for temporary/permanent storage without crew.

(5) Line Throwing Appliances. Once every 3 months.

(6) Emergency Lighting and Power Systems. Weekly.

(7) Electric Power Operated Lifeboat/Liferaft Winches. Once every 3 months.

(8) Fuel oil Data. Upon receipt of fuel oil on board.

(9) Cargo Gear Inspections. Before and after use.

c. Commanders assigned watercraft will periodically review logbooks to ensure that they are maintained per this regulation.

### **6-3. Maintenance and retention**

a. *DA Form 4640*. The deck officers of the watch will maintain this log. It will be presented to the master each day for inspection and approval. If necessary, the master will require the concerned deck watch officer to make corrections. After the corrections are made, the master will approve the entries for the day. No further entries or corrections will be

made without the master's permission. Officers of the watch may decline to change entries that they believe to be accurate. However, the master will—

- (1) Require a verbal or written explanation from the watch officer making the entry.
- (2) Enter explanatory or discretionary remarks in the log.
- (3) Certify the remarks by signing beneath them.

*b. DA Form 4993.* Follow the procedure established for DA Form 4640. It will be kept by the engine watch officer and inspected by the chief engineer.

*c. Correcting entries.* A single red line drawn horizontally through it voids an incorrect entry. The line must not impair legibility. The watch officer who entered it will then initial the incorrect entry in red ink. Make no erasures and remove no pages.

*d. Drills and inspections.* Entries for drills and inspections per CFR 46, part 97.35, will be made. For easy recognition, these entries will be made in or underlined with red ink.

*e. Reserve Component (RC) vessels must use the required logbooks.* However, only RC vessels may use the logbook for more than 1 year, but not more than 3 years for each vessel.

- (1) Logbook entries will be made for each day the vessel is utilized for—

*(a) Annual Training (AT).*

*(b) Active Duty for Training.*

*(c) Active Duty for Special Work (ADSW).*

*(d) All other days the vessel is unsecured or activated for inspection, training, or maintenance.*

(2) Daily entries will be made sequentially, without skipping pages.

(3) The first line of the logbook section titled "Remarks" or "Record of Miscellaneous Events of the Day" will be annotated with the reason for vessel utilization, with the name and signature of the individual opening the vessel.

(4) The vessel master, chief engineer, or coxswain as appropriate will approve the daily page entries by signature in the space provided.

*f. Retention and disposition.*

(1) Logbooks for Class A vessels will be preserved aboard for 1 year after the year of use, and will be disposed of by forwarding to MQD for historical reference and disposition.

(2) Logbooks for other than Class A vessels will be retained aboard or at the unit for 1 year after the year of use, and will be disposed of by forwarding to MQD for historical reference and disposition.

*g.* The requirements for preserving logbooks and other pertinent records for use in claims should be coordinated with the U.S. Army Claims Service, 4411 Llewellyn Avenue, Fort George g. Meade, Maryland 20755-5360. The telephone number is (301) 677-7009, extension 203.

*h.* When a log is to be used in litigation or is to be withheld for legal proceedings, HQDA (DAJA-ZA), WASH DC 20310-0562 will be notified. When the log is no longer required for legal proceedings, it will be returned to the owning unit or disposed of per subparagraph 6-3f, below.

*i. Other records.* This regulation is not meant to preclude keeping other records as required by other regulations, laws, or persons in charge of watercraft.

#### **6-4. Oil record books**

*a.* Per Public Law 87-167, all Class A vessels of 400 gross tons or more, and BGs will keep a record of—

- (1) Ballasting and cleaning of bunker fuel tanks.
- (2) The disposal of oily residues from bunker fuel tanks.
- (3) Other exceptional discharges of oil.

*b.* This record is made on the appropriate U.S. Coast Guard Form, CG-4602A (Oil Record Book for Ships). U.S. Coast Guard forms are obtainable from nearest Coast Guard office.

*c.* All other Army vessels will record this information in their logbook. When oil or an oily mixture is discharged or spilled into the water, the details will be recorded and underlined in red ink by the person in charge.

*d.* Oil record books will be preserved on board for 3 years after the last date of entry, then destroyed.

#### **6-5. Communication logs**

The master will ensure that the following radio logs are kept in accordance with 47 CFR 80:

*a. Bridge-to-Bridge (VHF-FM).* For vessels equipped with bridge-to-bridge VHF-FM radio/telephone, this record may be kept on the Official Logbook. Each page is dated and identified by the vessel name or number. The log of the bridge-to-bridge station (channel 13, 156.650 MHz) includes, as a minimum, the following entries:

(1) All distress and alarm messages transmitted or intercepted, and any information heard that may be important to maritime safety. Text should be as complete as possible including time, frequencies used, and position of vessel in distress.

(2) The times when watch is begun, interrupted, and ended.

- (3) A daily entry on the operating condition of the radio.
- b. Military Tactical Communications.* For vessels equipped with military tactical communication capability, records and procedures are per existing regulations and are not further supplemented by this regulation.
- c. High Frequency (HF), Low Frequency (LF), Satellite (SATCOM) Communications.* On vessels equipped with HF, LF, and SATCOM communication ability, as a minimum, keeps a record of the following:
- (1) The name of the operator on watch. The operator going on watch makes the entry "ON WATCH". The entry "OFF WATCH" is made when an operator is relieved or the station is closed down. The operator's signature must accompany both entries.
  - (2) All calls, replies to calls, the call sign of the station called, the times that traffic is handled, and the frequency and mode used. The time traffic is handled will be noted as "Time In" to note when a communication begins and "Time Out" to note when it is finished. Times are suffixed for the proper time zone.
  - (3) Cases of unlawful interference and equipment failure.
  - (4) The full text of distress, urgent, and safety messages.
  - (5) Results of tests of autoalarm receivers. This includes the times that the autoalarm is in operation.
  - (6) On vessels staffed with a full-time radio operator a copy of the full text of all official traffic will be recorded on DD Form 173/1 (Joint Message Form) per AR 25-11.
  - (7) During the period a watch is maintained by an operator, an entry is made twice per hour stating whether or not the international silent period was observed.
- d. Retention and Disposition of Radio/Station Logs.* Radio logs are kept by calendar year. They are retained for 1 year after the last entry. Station logs involving communications concerning distress, disaster, or watercraft accident are retained for 3 years after the last entry is made.

## **Appendix A References**

### **Section I Required Publications**

#### **AR 5–12**

Army Management of the Electromagnetic Spectrum. (Cited in subpara 1–5g(1).)

#### **AR 25–11**

Record Communications and the Privacy Communications System. (Cited in subpara 6–5c(6).)

#### **AR 71–32**

Force Development and Documentation–Consolidated Policies. (Cited in suparas 1–4k(7)(a), 1–5c(1), and 1–5e(1).)

#### **AR 135–100**

Appointment of Commissioned and Warrant Officers of the Army. (Cited in subpara 5–3a(3).)

#### **AR 385–40**

Accident Reporting and Records. (Cited in subparas 1–4k(5), 2–7a and c(3) and 3–1c(3).)

#### **AR 614–200**

Enlisted Assignments and Utilization Management. (Cited in subpara 5–3e(5).)

#### **AR 710–2**

Inventory Management Supply Policy Below the Wholesale Level. (Cited in subparas 3–1i and 3–3g.)

#### **AR 750–1**

Army Materiel Maintenance Policy and Retail Maintenance Operations. (Cited in para 2–7a)

#### **DA Pam 385–40**

Army Accident Investigation and Reporting. (Cited in subpara 2–7a)

#### **DA Pam 611–21**

Military Occupational Classification and Structure. (Cited in subparas 1–4k(1), 1–5e(3), 1–5e(3)(a) and (3)(c), 5–2b(4), and 5–3d(2).)

#### **DA Pam 738–750**

Functional Users Manual for the Army Maintenance Management System (TAMMS). (Cited in subparas 1–4k(8), 3–3g, and 6–2a(5).)

#### **DODD 5030.57**

Special Warnings to Mariners. (Cited in subpara 2–11a(2).) (<http://web7.whs.osd.mil/corres.htm>)

#### **FM 55–501**

Marine Crewman's Handbook. (Cited in subparas 1–5f, 1–7a, 3–1d(2), and 4–3a.)

#### **MTMC TEA REF 97–55–22**

Marine Lifting and Lashing Handbook. (Cited in subpara 2–13(b).) (HQ MTMC, 200 Stovall Street, Alexandria, VA 22333, 1–800–756–6862)

#### **TB 43–0142**

Safety Inspection and Testing of Lifting Devices. (Cited in subpara 2–13(c).)

#### **TB 43–0144**

Painting of Watercraft. (Cited in Table 2–2.)

#### **TB 43–0153**

Water Supply Afloat. (Cited in Table 2–2.)

**TB 55-1900-205-24**

Watercraft Information and Reporting System (WIRS) Data Collection for Configuration Control. (Cited in subpara 3-3n.)

**TM 55-500**

Watercraft Equipment Characteristics and Data. (Cited in subpara 1-5d(1).)

**Section II****Related Publications**

A related publication is a source of additional information. The user does not have to read it to understand this publication.

**AFAR**

Army Federal Acquisition Regulation Supplement. (<http://acqnet.sarda.army.mil/library/zpafar.htm>.)

**AR 1-33**

Memorial Programs.

**AR 11-9**

The Army Radiation Safety Program.

**AR 25-400-2**

The Modern Army Recordkeeping System (MARKS).

**AR 30-1**

The Army Food Service Program.

**AR 40-5**

Preventive Medicine.

**AR 55-228**

Transportation by Water of Explosives and Hazardous Cargo.

**AR 70-1**

Army Acquisition Policy.

**AR 200-1**

Environmental Protection and Enhancement.

**AR 200-2**

Environmental Effects of Army Actions.

**AR 215-1**

Morale, Welfare, and Recreation Activities and Nonappropriated Fund Instrumentalities.

**AR 385-10**

The Army Safety Program.

**AR 500-60**

Disaster Relief

**AR 600-85**

Alcohol and Drug Abuse Prevention and Control Program.

**AR 600-8-104**

Military Personnel Information Management/Records.

**AR 700-138**

Army Logistics Readiness and Sustainability.

**AR 750-43**

Army Test, Measurement and Diagnostic Equipment Program.

**AR 750-1**

Army Materiel Maintenance Policy and Retail Maintenance Operations.

**AR 750-1**

Army Materiel Maintenance Policy and Retail Maintenance Operations.

**DA Pam 40-501**

Hearing Conservation Program (Cited in Table 2-2.)

**FM 20-11-1**

Military Diving (Volume 1).

**FM 21-11**

First Aid for Soldiers.

**FWPCA**

Federal Water Pollution Control Act (33 USC 1161), Part 610, Section II(b). (<http://www.uscg.mil/hg/g-m/mse/regs/FWPCA.html>)

**MARPOL**

International Convention for the Prevention of Pollution From Ships MARPOL (Marine Pollution) 1973 modified 1978. (<http://www.epa.gov/owow/ocpd/marpol.htm>)

**TB 5-4200-200-10**

Hand Portable Fire Extinguishers Approved for Army Users.

**TB 55-1900-205-24**

Watercraft Information and Reporting System (WIRS) Data Collection for Configuration Control.

**TB 740-97-4**

Preservation of Vessels for Storage

**TB MED 502**

Occupational and Environmental Health Respiratory Protection

**TB MED 530**

Occupational and Environmental Health Food Service Sanitation

**TM 10-412**

Armed Forces Recipe Service and Index of Recipes

**Section III****Prescribed Forms**

Except where otherwise indicated below, the following forms are available on the Army Electronic Library (AEL) CD-ROM (EM 0001) and the USAPA Web site ([www.usappa.army.mil](http://www.usappa.army.mil)).

**DA Form 7434**

Application for U.S. Army Marine Certification. (Prescribed in Para 5-2.)

**DA Form 3068-1**

Marine Service Record. (Prescribed in subpara 1-4k.)

**DA Form 4309**

United States Army Marine License (Wall). (Prescribed in subpara 1-9b.) Available from the U.S. Army Transportation School, ATTN: ATSP-OCT, Fort Eustis, VA 23604-5000.



**DA Form 4309-1**

United States Army Marine License (Pocket). (Prescribed in subpara 1-9c.) Available from the U.S. Army Transportation School, ATTN: ATSP-OCT, Fort Eustis, VA 23604-5000.

**DA Form 4640**

Harbor Boat Deck Department Log for Class A and B Vessels. (Prescribed in subpara 6-2a and 6-3a.) Available through normal publications supply channels.

**DA Form 4993**

Harbor Boat Engine Department Log for Class A and C-1 Vessels. (Prescribed in subpara 6-3a.) Available through normal publications supply channels.<sup>3</sup>

**DA Form 5073**

Magnetic Compass Deviation Table. (Prescribed in subpara 3-1c.)

**DA Form 5273**

Harbor Boat Deck and Engine Log for Class B Vessels. (Prescribed in subpara 6-2a.) Available through normal publications supply channels.

**DA Form 5673**

United States Army Marine Certificate. (Prescribed in subpara 1-9d.) Available from the U.S. Army Transportation School, ATTN: ATSP-OCT, Fort Eustis, VA 23604-5000.

**Section IV****Referenced Forms****DA Form 4697**

Department of the Army Report of Survey

**DD Form 173/1**

Joint Message Form

## **Glossary**

### **Section I Abbreviations**

#### **AMC**

Army Materiel Command

#### **BC**

Barge, Cargo

#### **BCDK**

Cargo Barge with Deck House or Structure

#### **BD**

Barge, Derrick (Floating Crane)

#### **BG**

Fuel Barge

#### **CASCOM**

Combined Arms Support Command

#### **CEN**

Communications, Electronics, and Navigation

#### **CFR**

Code of Federal Regulations

#### **CG**

Commanding General

#### **COT**

Chief of Transportation

#### **DA**

Department of the Army

#### **DCSLOG**

Deputy Chief of Staff for Logistics

#### **DCSOPS**

Deputy Chief of Staff for Operations and Plans

#### **DPT**

Duty Performance Test (Hands-on vessel specific test for award of USAML)

#### **DS**

Design (Hull/vessel design number)

#### **FCP**

Floating Causeway Pier, assembly of causeway sections configured as a pier

#### **GMDSS**

Global Maritime Distress and Safety System

#### **HCL**

Hazardous Chemical List

#### **HF**

High frequency

**IMO**

International Maritime Organization

**LF**

Low frequency

**LOTS**

Logistics over-the-shore

**MAC**

Maintenance allocation chart

**MACOM**

Major Army commands

**MOS**

Military occupational specialty

**MQB**

Marine Qualification Board

**MQD**

Marine Qualification Division

**MSDS**

Material Safety Data Sheets (29 CFR 1910.1200)

**MTE**

Marine Technical Examination

**MTOE**

Modified table organizational and equipment

**PFD**

Personnel flotation device

**RRDF**

Roll-On/Roll-Off Discharge Facility

**SLWT**

Side-loadable Warping Tug

**SOLAS**

Safety of Life at Sea

**SOP**

Standing Operating Procedure

**STCW**

Standards of Training, Certification and Watchkeeping

**TBSO**

Transportation Branch Safety Office

**TDA**

Table of Distribution and Allowances

**TOE**

Table of Organizational Equipment

**TRADOC**

U.S. Army Training and Doctrine Command

**UCMJ**

Uniform Code of Military Justice

**USAMC**

U.S. Army Marine Certification

**USAML**

U.S. Army Marine License

**USATCFE**

U.S. Army Transportation Center Ft. Eustis

**USC**

United States Code

**WIRS**

Watercraft Information Reporting System, (TB 55–1900–205–24)

**Section II****Terms****Amphibian**

A vehicle (wheeled or other) capable or operating on both land and water and used to transport cargo and personnel.

**Army Marine Personnel**

Warrant officers, enlisted personnel, and civilian personnel whose actual or intended assignment is aboard Army watercraft or in related marine activities.

**Assistant Engineer**

A licensed engineer whose duties are directed by the chief engineer (88L40 for Class A–1 vessels, 881A1 for Class A–2 vessels).

**Barge**

A nonself propelled watercraft platform normally used for transporting cargo or to support stationary machinery or equipment.

**Boatswain**

A deck department supervisor (not a ship's officer)

**Chief Engineer**

A licensed engineering warrant officer who is responsible to the master for the effective and economical operation of the engine department.

**Coastal and Inland Waters**

Waters up to 200 nautical miles from nearest safe haven.

**Conn**

Space or area where the person directing the movements of the vessel performs his or her duties. Usually, but not always, the bridge, wheelhouse, or a coxswains position.

**Conning**

Directing the maneuvering of a vessel (while aboard).

**Coxswain**

Operator in charge of Class B vessel.

**Engineer–peculiar equipment**

Tactical river crossing and port construction equipment under the jurisdiction of the Engineer Corps.

**Harbormaster**

A senior marine deck warrant officer who is qualified to control the movement of watercraft in port areas and other operational activities designated by the port commander.

**IMO**

International Maritime Organization and its several conventions, currently comprised of 114 State–Parties, sets world standards for the ocean transportation. The United States became a party (signatory) in 1991 to these International Laws.

**Licensed Marine Personnel**

Qualified military or civilian individuals who have completed the certification requirements and vessel–specific Duty Performance Test (DPT) tasks to a designated skill level.

**Logbook (vessel log)**

The official daily record of a vessel's activities and other data relevant to its navigation, cargo, crew, maintenance, repair, and passengers furnishing a complete chronological history of the vessel.

**Logistics Over–the–Shore (LOTS)**

The loading and unloading of ships, when the use of lighterage is required, with or without fixed port facilities or when existing ports are inadequate or denied.

**Marine Casualty**

An accident or incident requiring action per AR 385–40.

**Marine Inspector**

A senior marine engineering warrant officer who manages maintenance activities and conducts technical inspections and Marine Condition Surveys.

**Marine Personnel**

Any person certified by this AR.

**Marine Qualification Board (MQB)**

A board of commissioned officers, warrant officers, and enlisted personnel appointed on orders under this AR.

**Marine Qualification Field Examiner (MQFE)**

An agent, approved by the COT, authorized to request and administer the MTE (a Test Control Officer).

**Marine Qualification Division (MQD)**

A supporting element for the Chief of Transportation and the Marine Qualification Board (MQB).

**Marine Service Record (DA Form 3068–1)**

An extract record of marine service from official vessel logbooks authenticated by the unit commander or vessel master.

**Marine Technical Examination**

The MTE is the End–of–Course Comprehensive Test (EOCCT) given at each level of resident course training and establishes MOS qualification.

**Master**

Individual in command of a Class A–1 or A–2 vessel.

**Mate**

A licensed deck officer or NCO whose duties are directed by the master.

**Mess**

A shipboard dining facility.

**Material Safety Data Sheet (MSDS)**

An information sheet provided by a chemical manufacturer about a chemical, its characteristics, and personnel protective equipment.

**OIC U/W**

Officer in Charge of the Watch (Underway)

**Passenger**

Any person other than the assigned crew.

**Personal Flotation Device**

An approved buoyant life jacket or vest.

**Pilot**

A marine deck officer qualified to board ocean-going vessel at the harbor entrance, and direct the movement of such vessels to anchorage or berth within the confines of a terminal port.

**Port Engineer**

A senior marine engineering warrant officer who is qualified to initiate and coordinate all marine engineering functions designated by the port or installation commander.

**Presail**

The period of time immediately prior to a vessel's departure, not to exceed 12 hours.

**Reserve Components**

U.S. Army Reserve and Army National Guard.

**Restricted Waterways**

Areas that for navigational reasons, such as the presence of shoals or other dangers confine the movements of shipping within narrow limits, and areas of high vessel traffic.

**Roll-On/Roll-Off Discharge Facility**

The RRDF is an assembly of causeway sections, configured and positioned alongside a ship at anchor to facilitate the movement of vehicles between the ship and LSV, LCU, and causeway type watercraft.

**Sea Duty**

Actual duty performed aboard a vessel by a soldier under orders issued by competent authority.

**Seaman**

A junior member of the deck department crew.

**Seaworthiness**

A vessel's adequacy in respect to materials, construction, equipment, crew, and outfit needed to perform the mission or service for which it is designed, and as determined by the master and applicable publications.

**Standards of Training**

Standards of Training, Certification and Watchkeeping for Seafarers. A Convention of the International Maritime Organization (see IMO).

**Station Bill**

A numerical muster list that indicates standard emergency signals and the person's response to each signal.

**Technically Qualified Marine Personnel**

U.S. Army Marine personnel 88K, 88L, 880A, and 881A, who have demonstrated their knowledge of common marine tasks by passing the appropriate Marine Certification Examination (MOS qualified).

**Underway**

The vessel is not at anchor, or made fast to the shore, a pier or aground.

**U.S. Army Marine License (USAML)**

A serially numbered, registered document issued to personnel qualified for assignment aboard a vessel. This document

bears the qualifications of the holder, date of issue and expiration (DA Form 4309) (laminated wallet-size: DA Form 4309-1).

**Watercraft (Vessel)**

Any type of waterborne craft used or capable of being used for water transportation.

**Watercraft Operator**

A person certified to the 88K20 level.

**Work vest**

A type of floatation vest used only for working around or over water that will not keep the head of a person floating face down out of the water.

**Section III**

**Special Abbreviations and Terms**

This section contains no entries.

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